

Attorney Docket No. 9319

a closed chamber configured as a single dead end side branch connected to said line and defining a Helmholtz resonator continuously operatively connected to said inlet line via a restricted connection;

means for attenuating noise in a plurality of frequencies by changing the frequency response of said Helmholtz resonator responsive to changes in speed of said engine;

wherein said means for changing the frequency response includes at least one restricted connection which is selectively connected between said chamber and said inlet line.

Claim 4 (Original) The Helmholtz resonator of claim 3 wherein said means for changing the frequency response further includes means for effectively changing the volume of said closed chamber connected to said inlet line via said restricted connections.

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Claims 5 and 6 (Cancelled).

Claim 7 (Currently Amended) The A refrigeration system having a multi-speed engine with an inlet line connected to said engine, microprocessor means for controlling the speed of said engine, the improvement comprising:

a closed chamber configured as a single dead end side branch connected to said line and defining a Helmholtz resonator continuously operatively connected to said inlet line via a restricted connection;

means for attenuating noise in a plurality of frequencies by changing the frequency response of said Helmholtz resonator responsive to changes in speed of said engine;

of claim 5 wherein said means for changing the frequency response includes at least one restricted connection which is selectively connected between said chamber and said inlet line.

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Claim 8 (Original) The Helmholtz resonator of claim 7 wherein said means for changing the frequency response further includes means for effectively changing the volume of said closed chamber connected to said inlet line via said restricted connections.

Claim 9 (Currently Amended) A refrigeration system having a multi-speed engine with an inlet line connected to said engine, microprocessor means for controlling the speed of said engine, the improvement comprising:

a closed chamber configured as a single dead end side branch connected to said line and defining a Helmholtz resonator continuously operatively connected to said inlet line via a restricted connection; and

means for attenuating noise in a plurality of frequencies by changing the frequency response of said Helmholtz resonator responsive to changes in speed of said engine; and

wherein said means for changing the frequency includes a valve having only an open and a closed position.

Claim 10 (Previously Added) The Helmholtz resonator of claim 9 wherein said means for changing the frequency response includes means for effectively changing the volume of said closed chamber connected to said inlet line.

Claim 11 (Previously Added) The Helmholtz resonator of claim 9 wherein said means for changing the frequency response includes at least one restricted connection which is selectively connected between said chamber and said inlet line.

Claim 12 (Previously Added) The Helmholtz resonator of claim 11 wherein said means for changing the frequency response further includes means for effectively changing the volume of said closed chamber connected to said inlet line via said restricted connections.